

4. (Amended) A transmission brake according to claim 3, characterized in that the at least one brake disc [(14; 14A)] is in splines engagement with a splines ring [(12; 12A)] connected to the shaft [(4; 4A)] via a one-way coupling [(13; 13A)].

5. (Amended) A transmission brake according to [any of the preceding claims] claim 1, characterized in that rollers [(18; 18A)] are arranged between inclined ramp surfaces [(8', 19')] on a ramp ring [(8; 8A)], connected to a rotor [(9; 9A)] of the motor [(3, 9; 3A, 9A)], and a ramp sleeve [(19; 19A)] for disengaging the clutch means [(14, 17; 14A, 17A)] against the spring bias [(15; 15A)].

6. (Amended) A transmission brake according to claim 5, characterized by a rotational play [(11, 11A)] between the ramp ring [(8; 8A)] and the shaft [(4; 4A)].

7. (Amended) A transmission brake according to claim 6, characterized in that a driver pin [(10)] extending through the shaft [(4)] is in engagement with recesses in a radial end surface of the ramp ring [(8)], which is rotationally arranged on the shaft [(4)].

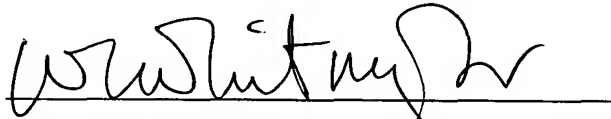
8. (Amended) A transmission brake according to claim 6, characterized in that driver elements [(10A)] radially protruding from a shaft hub [(4A')] are in engagement with circumferential recesses in the ramp ring [(8A)], the shaft [(4A)] with the shaft hub [(4A')] being rotationally arranged in relation to the rotor [(9A)] and the ramp ring [(8A)] being connected to the rotor [(9A)].

Clean Version of Replacement Claims

1. A transmission brake for a rotational member driven by a motor means in a drive direction, the transmission brake allowing rotation of the rotational member in the opposite direction only to the extent that the motor means rotates in this opposite direction, characterized by clutch means between the rotational member and a non-rotational housing and ramp means for accomplishing a disengagement of the clutch means at a rotation of the rotational member but not the motor means in said opposite direction.

2. A transmission brake according to claim 1, characterized in that the clutch means is spring-biased into engagement.
3. A transmission brake according to claim 1, characterized in that the clutch means comprises at least one brake disc, connected to the rotational member, being the motor shaft, and at least one lamella connected to the housing.
4. A transmission brake according to claim 3, characterized in that the at least one brake disc is in splines engagement with a splines ring connected to the shaft via a one-way coupling.
5. A transmission brake according to claim 1, characterized in that rollers are arranged between inclined ramp surfaces on a ramp ring, connected to a rotor of the motor, and a ramp sleeve for disengaging the clutch means against the spring bias.
6. A transmission brake according to claim 5, characterized by a rotational play between the ramp ring and the shaft.
7. A transmission brake according to claim 6, characterized in that a driver pin extending through the shaft is in engagement with recesses in a radial end surface of the ramp ring, which is rotationally arranged on the shaft.
8. A transmission brake according to claim 6, characterized in that driver elements radially protruding from a shaft hub are in engagement with circumferential recesses in the ramp ring, the shaft with the shaft hub being rotationally arranged in relation to the rotor and the ramp ring being connected to the rotor.

Respectfully submitted,



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